

## ABSTRACT OF DISCLOSURE

A vehicle wheel bearing apparatus which reduces the weight, size and number of parts and also prevents ingress of rain water or dusts and leakage of differential gear oil has an axle housing supported under a body of a vehicle. A hollow drive shaft is inserted into the axle housing. A wheel bearing is arranged between the drive shaft and an opening of the axle housing and is structured as a unit including a wheel hub and a double row rolling bearing. The wheel bearing includes an inner member with a wheel hub integrally formed with a wheel mounting flange on one end and an axially extending cylindrical portion. At least one inner ring is press-fit onto the cylindrical portion of the wheel hub. The inner ring is formed with at least one of the inner raceway surfaces on its outer circumferential surface. An outer member is arranged around the inner member and formed with double row outer raceway surfaces on its inner circumferential surface opposite to the inner raceway surfaces. Double row rolling elements are arranged between the inner and outer raceway surfaces of the inner member and the outer member. A cage freely rollably holds the rolling elements. Seals seal an annular space between the inner member and the outer member. A cap, having a metal core formed from steel, is press-fit into an end of a central bore of the wheel hub.